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RAILROAD MEN CAMPAIGNING FOR FULL CREW LAW

Measure Passed By Legislature and Approved By Mayor to Be Voted On Oct. 3.

RAILROADS FIGHTING TO DEFEAT MEASURE

Statute Was Upheld By United States Supreme Court---Chaffee the Battle Ground.

Chaffee, Oct. 14—Railroad men living in this city especially brakemen, are making a thorough campaign of Southeast Missouri in an effort to get the people to approve the "Full Crew" law which was passed at the last session of the State Legislature.

The measure passed both branches of the General Assembly and was signed by Governor Major, but the railroads, under the initiative and referendum, are submitting the question to the people for their approval or rejection, and the measure will be voted upon at the coming election.

This county is the home of many hundreds of railroad men and they have induced candidates for office to champion their cause. Railroad men in this city are optimistic over the outlook, but they are not permitting the belief that victory awaits them to cause them to become overconfident.

C. Wadlow, and John Taylor are really in charge of the campaign here, but among those who are actively working for the measure, are, J. Morris, A. B. Carter, A. E. King, E. Smith and E. J. Herold. Edgar Summers, a son of the sheriff of Cape Girardeau, is handling the work in Cape Girardeau.

Some of the reasons given for the passage of the "Full Crew" measure, and which are being sent to the voters of Southeast Missouri, are contained in the following document:

Railroad trainmen, not including the engineers, firemen, and a large percentage of conductors, have paid out in the State of Missouri since January 1, 1890, the enormous sum of \$1,215,000.00 to members of their organization who have died or to families of members who have been killed.

This sum of money is not the only class of employment. And these men are asking the people of Missouri to vote for the "Full Crew Law," which will do much to prevent accidents and deaths largely caused by the fact that the trains are undermanned.

This sum of money is not only tax that is put upon the trainmen. They are also compelled to pay assessments each month for the maintenance of railway hospitals, which are not included in the above amount.

It has been assumed by many that the railway hospitals are maintained by the railroads for the benefit of the employees. On the contrary, the hospitals are maintained by the employees, who are assessed a certain part of their salary every month, which in the aggregate amounts to a tremendous sum annually.

Did you know that every seven minutes a railroad man is killed or wounded?

It is a fact of record.

Did you know that the trainmen of Missouri have dug down in their own pockets and paid out \$1,215,000.00 since January 1, 1890, to assist the wounded, to bury the dead and relieve the hunger of widows and orphans, thus diverting this enormous sum from the ordinary uses of commerce? You may think this does not affect you. But it does, unless you are in the coffin or wooden leg business.

If the lives and limbs of these men could be saved, the thousands of dollars that are paid out to alleviate the suffering and for funeral expenses would be spent by the men who earn the money, for the comforts their families need.

You may think the railroad trainmen can afford to lose this sum.

You think, perhaps, they are well-paid individuals.

The truth is this:

The railroad trainman's pay averages in Missouri just 28 cents per hour for his skilled labor, and if he ever makes enough money to clothe and send his children to the public

HOSPITAL MOVING IN NEW BUILDING; EDIFICE FINISHED

Patients Will Be Transferred Some Time Next Week, Says Sister Baptist.

DEDICATION CEREMONY WILL BE A BIG EVENT

Archbishop Glennon To Take Part In Services—Building Best in Southeast.

St. Francis hospital is moving out of its old building on Sprigg street into the magnificent new structure on Good Hope and Pacific streets. The installation will be completed sometime next week, it was announced by Sister Baptist, who is in charge of the institution.

A corps of workmen are removing furniture from one building into the other every day. They have been busily at the task for several days and have been making rapid progress.

The new hospital was virtually finished last week, the interior painting completed and the wood work thoroughly washed. Patients will be admitted at the hospital during the latter part of next week, and the force of nurses will be enlarged.

The new institution is three times as large as the one now being deserted and is the most up-to-date hospital between St. Louis and Memphis. For completeness it ranks with the very best in St. Louis, and the operating room is as good as there is in the country, physicians say.

The new structure is what may properly be called a home institution. The material with which it was constructed came from Southeast Missouri. The cement, and the large quantity in it, was made at the Portland Cement company in South Cape, and the lumber, including all of the hardwood, was furnished by the Himmelberger-Harrison company.

The interior of the building is beautifully finished and the rooms are splendidly lighted. The operating room rests just under the roof and is covered by a sheet of glass, making the light perfect for day operation, and the electric lights are so arranged that operations may be performed at night with all the conveniences of day.

Owing to the poor gas service the Missouri Public Utilities company furnishes, the management of the institution decided it would be best not to install gas. All water that must be heated will pass through an elaborate device in the basement which will clarify and heat the water same time. And by this means the hospital will never be without hot water.

While the old building will be deserted sometime next week and patients will be admitted at the new structure, the formal dedication will not take place until sometime next month, the exact date has not been set.

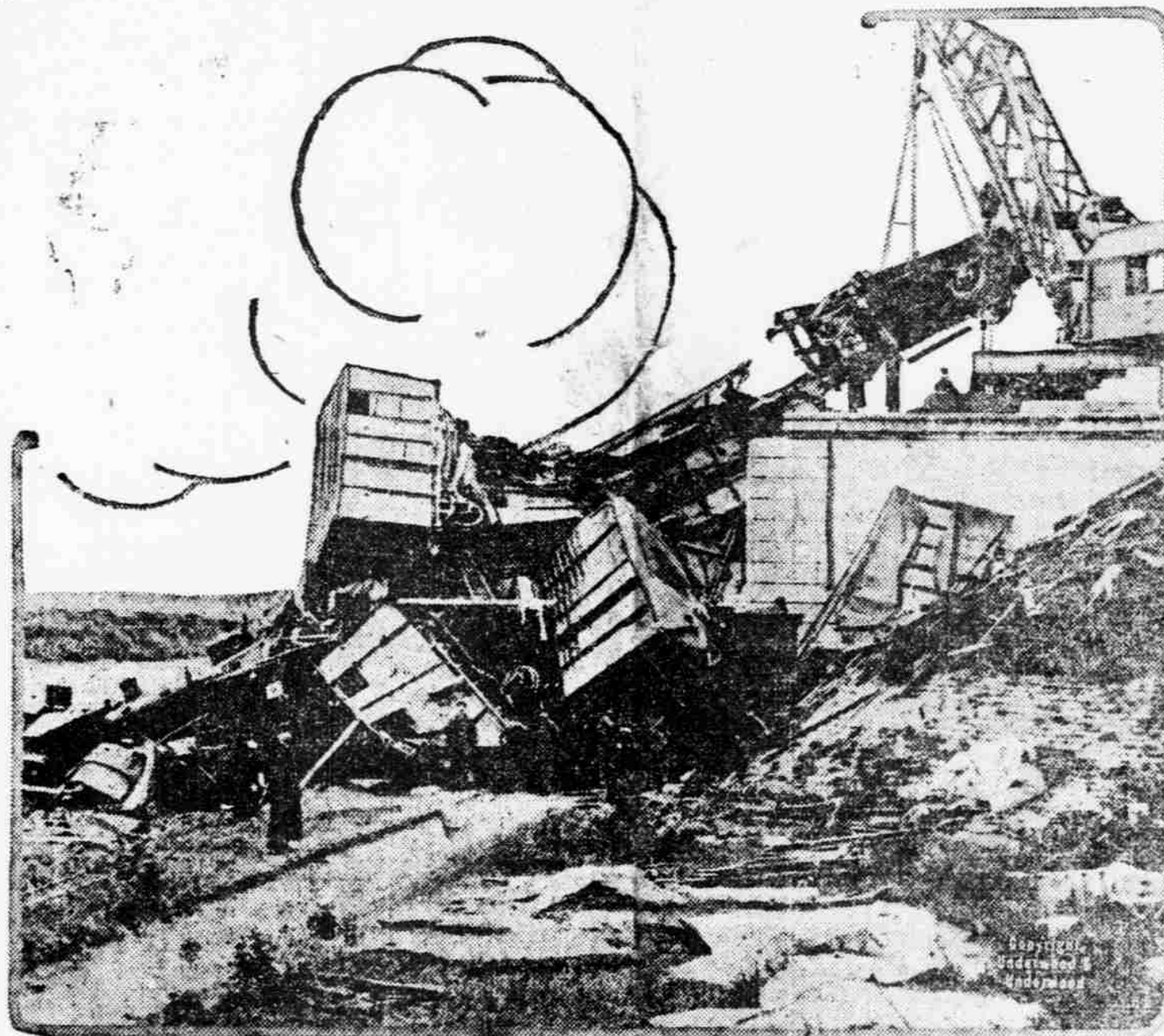
This ceremony will be in the form of a religious service and celebration. Archbishop John J. Glennon will visit Cape Girardeau for the occasion. As he selected the site upon which the building has been erected, he feels a personal interest in the big building. While here two years ago, the Archbishop was driven past the vacant lot at Good Hope and Pacific street. "That is the spot for the new hospital," he said. His suggestion was imparted to those under whose supervision the structure has risen, and the location was chosen.

schools, he must work overtime every day. He must work during fair weather and foul. He must work on dark and stormy nights, while you, perhaps, are in a warm and comfortable bed, glad that your day's work is over. His expenses are greater than the average worker. He must travel from one division point to the other and maintain a place to live at both ends of the line, and his work is harder on his clothing than the ordinary worker.

His is one of the most dangerous

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TERRIBLE WRECK OF A RED CROSS TRAIN



First photograph of the dreadful wreck of a Red Cross train at the Mary bridge across the Marne, in which many wounded French and English soldiers were killed. The bridge had been destroyed by the Germans and the train went into the river.

ENGINE MAN HURT BY WHEELBARROW

Left On Track, Vehicle is Struck By Locomotive And Pinches Workman's Leg.

Arthur H. Steck, a Frisco passenger brakeman, was seriously injured yesterday morning while assisting in bringing a locomotive out of the round house, preparatory to making what is known as the Hoxie run.

Mr. Steck was standing on the running board at the rear of the tender when the engine was backed onto the main track. The accident occurred at about 5 o'clock in the morning, and in the darkness he failed to observe a wheel barrow which some of the workmen had left standing on the track.

When he came in contact with the hidden obstacle he was thrown from his standing position and as he fell he threw his hand out and seized a protruding rod or bolt to which he held while he was being shoved along between the rails.

His cries were not heard for some time, and when finally discovered and rescued by engineer Henry Williams, he was almost exhausted and if his relief had been delayed for but a short time longer, he would doubtless have been ground to pieces.

His right leg was severely cut and bruised from striking the wheelbarrow, and his left arm and shoulder was injured from the fall.

He was taken to a physician and after his wounds were dressed he was sent to his home.

FRANK DENIED REHEARING.

Atlanta, Ga., Oct. 14—The appeal of Leo M. Frank from the decision of Judge Ben H. Hill of the Fulton county Superior Court, denying his motion for a new trial, was overruled by the Georgia Supreme Court here today.

Frank is under sentence of death for the murder here in April, 1913, of Mary Phagan, a factory girl.

FREEMAN STILL IMPROVING.

The physician attending C. M. Freeman, stated late last evening that Mr. Freeman had rested well during the day, and that the only pain suffered by the patient was from the wound received in his arm. He also stated that Mr. Freeman's condition was very encouraging and that unless infection arose within the next day or two, his speedy recovery is almost certain.

ELKS PLAN A SERIES OF ENTERTAINMENTS FOR WINTER

Chicago Lyceum Bureau Will Present Show Monthly During Cold Weather.

At a "Booster" meeting of the Elks, held in the club rooms last evening, arrangements were made for a series of entertainments to be held during the winter months.

Sadie L. Mossler, representing the Mutual Lyceum Bureau of Chicago, appeared before the meeting and made arrangements to give a series of four monthly entertainments.

The first attraction will be offered sometime during the month of December, and will be followed in monthly succession until the series is completed.

While no definite arrangements were made as to where the exhibitions will be offered, the opera house was favorably mentioned as the place most suitable for the purpose.

Mr. Clark, the Victrola king and one of the members of the entertainment committee, will accompany Miss Mossler to the various schools in the city, today, where she will explain the nature and purpose of the proposed Lyceum features, with the view of securing the support of the educational institutions in carrying out the program arranged.

AMERICAN SHIPS SEIZED.

United States Vessels Try to Supply Germans With Coal.

Washington, Oct. 14—Details of the seizure by British cruisers of the American ship Ria Pasig and of her detention at Hongkong as a prize, were received here today, showing that the vessel was charged with endeavoring to supply coal and other supplies to some of the German cruisers which have been preying on British commerce in the China seas and other Eastern waters.

The Ria Pasig was owned in Manila by a Philippine firm and sailed under the Philippine flag with a cargo of coal, ostensibly bound for Guam. She actually did go through the form of making a voyage as documented, but instead of discharging her cargo at Guam, is said to have sailed for Yap in the Marshall Islands. Before she arrived at that port had been seized by either the Japanese or the British from Australia (some doubt existed at that point) and the German naval station there had been destroyed.

Learning of what had happened at Yap, the Ria Pasig sailed westward and was steaming near the straits when seized by British cruisers. No formal complaint has yet been lodged

CAPE DECLARES WAR ON RUBBISH TODAY

Mayor's Proclamation Will Keep City Cleaning Three Whole Days.

In recognition of the Mayor's proclamation, designating Wednesday, Thursday and Friday of this week as "Clean up Days," there has been an unusual activity in the back yards and alleys throughout the city for the past several days, in an effort to gather up the annual accumulation of scrap and rubbish in order that it might be removed at the appointed time by the wagons provided for the purpose.

While the task is not yet completed, the change wrought by the work already done has produced a pleasing change in the appearance of many localities and as the work progresses the transformation becomes more and more manifest.

The people generally have displayed an inclination favorable to the movement, and by the time the last pile of rubbish has been removed the entire city will have received a much needed renovation, and a fresh, attractive appearance will have supplanted the unsightly accumulations of tin cans and other refuse with the accompanying unpleasant odors.

All day yesterday the work continued in all sections of the city, and while most of the accumulations from the various premises have been assembled in readiness for the wagons, the entire undertaking will perhaps not be completed until late this afternoon.

HUNT HOLDS UP WAR.

Phoenix, Ariz., Oct. 14—Accepting the view of the Secretary of War that everything possible was being done to protect life and property, Gov. Hunt announced today that he would not at this time send the Arizona National Guard to Naco or elsewhere on the border.

"To send the militia to the border at this time would bring about a division of authority between the Federal Government and the State at points of disturbance," said the Governor, "and in all probability would further complicate existing conditions. Besides, I think the crisis has passed."

Gov. Hunt said, however, that he was keeping a portion of the National Guard under waiting orders.

with the Government here, and it is presumed that the owners of the ship are content to let their case go before a British prize court at Hongkong.

1,500 RUSSIANS AND 50 GUNS GO TO THE GERMANS

Czar's Soldiers Renew Attack In East Prussia And Are Captured By Kaiser's Army---Russians Routed In Southern Poland, Says Official Message.

ALLIES ATTEMPTING TO ENCIRCLE PRZEMYSL ARE PUT TO FLIGHT

Three Steamers Bound For England From Sweden Are Captured By German Torpedo Boat And Taken To Swinemund---Snow Storms Mar Fighting.

Berlin, (by wireless, via London) Oct. 14—The main headquarters report states that the Russian army renewed its attack on the Germans in East Prussia, in an effort to make an encircling movement at Schirwindt, but were repulsed and 1,500 men and fifty guns were captured by the Germans. In Southern Poland the Russian patrols were driven back south of Warsaw. The enemy's attempt to cross the Weichsel failed. Warsaw is expected to fall into the possession of the Kaiser's army unless the present progress of the Germans is retarded.

An official announcement from Vienna says that German troops advancing against Przemyśl, supported by Sorties of the garrison, repulsed an encircling movement by the Russian troops. The marching and fighting is becoming extremely difficult by very unfavorable weather. The German troops have encountered several snow storms.

A newspaper states that on Monday three steamers bound for England from Sweden were captured and taken to Swinemund by a German torpedo boat. The ships were captured near Falsterbo.

London, Oct. 14—The official bureau announced tonight: "The British troops engaged with the enemy today toward the left of the Allies line (in France) with the result that the Germans were pressed back slightly on their flank. The nature of the country in which the fighting is taking place, being that of a mine center, makes rapid progress difficult."

Paris, Oct. 14—Tonight's official communication says: "Information received this evening, which is of a general nature, does not indicate any important change in the situation."

Petrograd, Oct. 14—The General staff announced this evening: "On the left bank of the Vistula and along the roads leading from Warsaw to Ivangorod our troops on October 13 successfully pushed back an assault by the Germans. One of our regiments captured two German companies."

Manchester, Mass., Oct. 14—The Austrian Ambassador gave out the following wireless from Vienna: "Our advance in Galicia forced the Russians to lessen their efforts against Przemyśl. We have not met with a single bad engagement this week."

Lisbon, Oct. 14, via London—According to dispatches received here from Louanda, marital law has been proclaimed throughout the Portuguese Congo.

The Portuguese possessions in Western Africa, called the Portuguese Congo or Portuguese West Africa, adjoin German Southwest Africa on the south. On the north they are bounded by the French Congo and the Belgian Congo and on the east by Rhodesia. On the west they are bordered by the Atlantic Ocean. The colony has an area of about 500,000 square miles and a population of 7,000,000. The military force is composed of 500 men, of whom 3500 are natives.

London, Oct. 14—In a dispatch from The Hague, the correspondent of the Exchange Telegraph Co. says the Austrian legation at The Hague announces that the Russians have evacuated Lemberg, capital of Galicia, after a fierce fight.

Lemberg has been in possession of the Russians since shortly after the beginning of their Galician campaign.

Out of a multitude of rumors from both sides of the situation in Galicia, this statement from The Hague is the first official and authoritative pronouncement. It is an indication of the Russian reverses. The Austrians and the Germans that are fighting with them evidently are pushing the Czar's troops backward in a vigorous and general offensive.

Dispatches in the last day or so indicate the Russians have been driven back 80 miles, the Austrians and Germans now occupying all of Western Poland with the exception of Warsaw. Paris, Oct. 14—The following official announcement was given out in Paris this afternoon:

"In the Belgian field operations there were some encounters during the night of October 12-13 and the day of the 13th in the region around Ghent. English and French troops have occupied Ypres."

"First: On our left wing, as far as the Oise, the operations are developing normally."

"Second: On the center previous reports of the progress of our armies in the region of Bery-au-Bac have been confirmed."

"Third: On our right wing there is nothing new."

"While it is not our custom to reply to the inaccuracies of the German press, it seems to us proper to denounce the false news published in certain German newspapers concerning the pretended destruction of two divisions (about 4000 men), of French cavalry. This information is absolutely erroneous. The truth is that certain French forces and German cavalry with supports have been engaged for several days along the front at La Bassée, Estaires and Bailleux. The German cavalry succeeded in making a very slight advance between the canal of La Bassée and the Lys, but they were obliged to draw back in the territory north of the Lys."

"The losses sustained by the German cavalry are assuredly as perceptible as our own. One of the German divisions suffered particularly because it was pursued during one entire day by our aviators who did not cease to throw bombs down upon the German troops."

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